NAVAL AVIATION SYSTEMS

TEAM

PRESENTATION TO:

Joint Technology Exchange Group (JTEG)

21 March 2001

Origin of ATRB Process

- WHAT IS AN ATRB -
  - An Advanced Technology Review Board Which Accepts and Reviews Technology Proposals and Makes Funding Recommendations.

- WHERE DID IT COME FROM
  - ATRB Process Came Out of the F/A-18 Program. The Driving Concept of the Board Is to "Standardize" the "Technology Exposure" Process.

- WHAT VALUE DOES AN ATRB ADD - Streamlining
  - Eliminates Most of the Dog & Pony Shows Relative to Technology
  - Focuses Technology Exposure Process (ATRBs Meet BI-annually)
  - Ensures Process Is Uniform
  - Ensures Subject Matter Experts Are Involved in the Entire Process

ATRB Process

- Eight Boards
- MEMBERSHIP: Acquisition Community, Resource Sponsor, Technologists, ONR, Fleet
- OBJECTIVES:
  - Identify Requirements
  - Develop Roadmaps
  - Link Technology / Acquisition Investment
  - Transition Technology
- AIR-3.2.1 / 3.7 / 6.0 / N781 / AAIPT
  - Fleet Voice
  - Integrate TOC

Naval Aviation □ S&T Transition Planning Structure

PROPOSED- 13 Nov 00

N78 Naval Aviation S&T Action Group
(NALG WG's: Common Avionics, Manpower/Trng, Carriers, Strike, Maritime Surv., Amphib,Maint)► *Future Naval Capabilities*

N75	N76	N77
N4	N6	N2

Transition Opportunity Board (TOB)
(PEO(A), PEO(T),PEO(W), JSF, 1.0, 3.0, 6.0, 8.0)

AIR 1.0	PEO (A)	PEO (T)	JSF	PEO (W)

Training ATRB
PMA-205   PMA-248
PMA-273   *PMA-225*

Carriers ATRB
PMA-251   *PMS-312*

Common Systems ATRB
PMA/W-187   PMA-202
PMA-209   PMA-213
PMA-260   PMA 205

Air ASW ATRB
PMA-264   PMA-290
PMA-299

Assault & Special Missions ATRB
PMA-257   *PMA-261*
PMA-271   *PMA-275*
PMA-276

Strike Platforms ATRB
PMA-231 PMA-234   *JSF*
PMA-241 PMA-265
PMA-272 PMA-257

Weapons ATRB
PMA-259   PMA-258 PMA-201
PMA-233   PMA-280 PMA-242
                 PMA-281 PMA-282
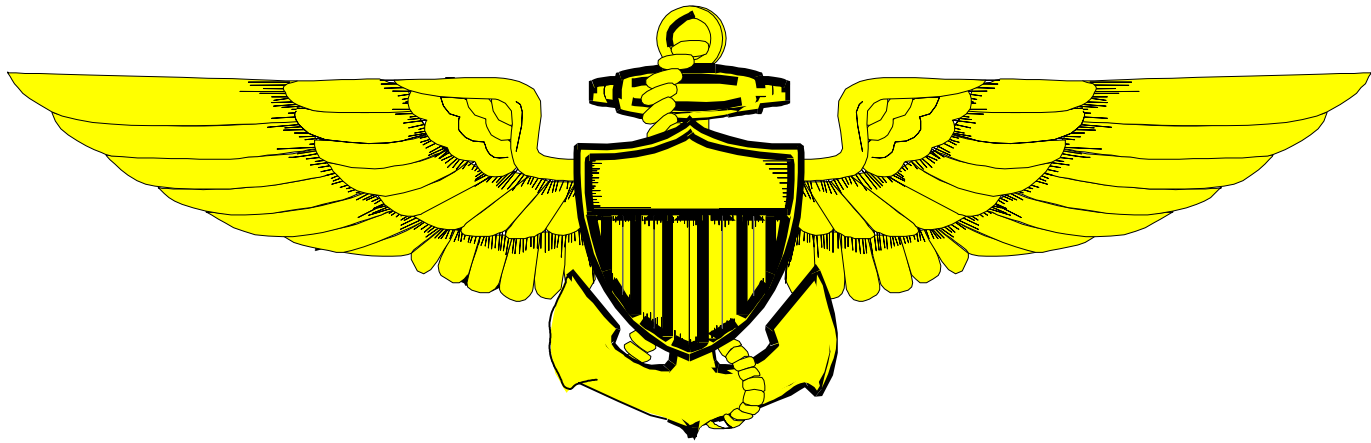
UAV ATRB
PMA-208 PMA-263

AIR-3.0/6.0

italics   Proposed

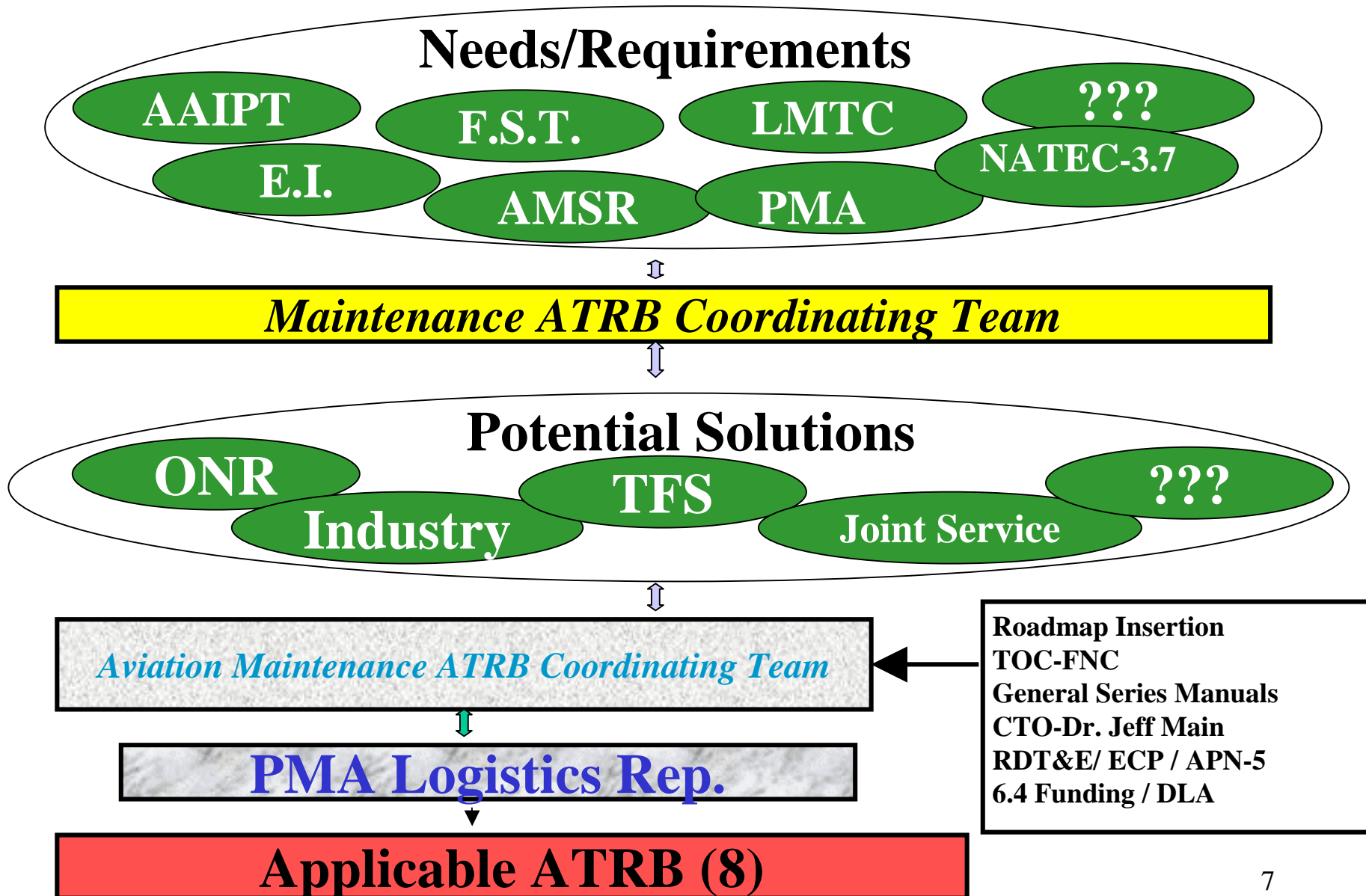### *AVIATION MAINTENANCE ATRB COORDINATING TEAM (AMACT)*

ALL PMAs

MAINTENANCE ATRB

Purpose

- The purpose of the Aviation Maintenance ATRB Coordinating Team is to:
    - Identify and promote common maintenance technology requirements/solutions and integrate transition planning across all ATRBs/PMAs.
    - Identify priority common Total Ownership Cost/Maintenance Technology requirements with respect to the existing ATRB/PMA participants.
    - Integrate TOC technology plans/funding with PMA transition plans
    - Impact upcoming FNCs to focus on Life cycle maintainability and reliability degrading concerns

Maintenance ATRB Coordinating Team

Needs/Requirements

- AAIPT
- E.I.
- F.S.T.
- AMSR
- LMTC
- PMA
- ???
- NATEC-3.7

Maintenance ATRB Coordinating Team

Potential Solutions

- ONR
- Industry
- TFS
- Joint Service
- ???

Aviation Maintenance ATRB Coordinating Team

PMA Logistics Rep.

Applicable ATRB (8)

Roadmap Insertion
TOC-FNC
General Series Manuals
CTO-Dr. Jeff Main
RDT&E/ ECP / APN-5
6.4 Funding / DLA

Maintenance Needs & Requirements Generation

- Distribute call letter for Maintenance needs/requirements to the aviation community, two times a year (January and July).
- Research/Survey Maintenance deficiencies of Legacy Aircraft:
  - APML - degraders/concerns
  - Identified topics/impact areas by:
    - AAIPT
    - FST Meetings Attended
    - Lead Maintenance Technology Centers (LMTC)
    - Air-3.7 and Air-6.0
    - Engineering Investigations
    - Aviation Maintenance Supply Readiness (AMSR)
    - Operational Advisory Group (OAG)
- Investigate long term resource impacts (commonality, cost, maintainability, reliability) on requirements/needs collected.

Prioritizing Requirements

- The Aviation Maintenance ATRB Coordinating Team will evaluate the identified requirements based on:
  - Research and understanding of the maintenance requirement
  - Current cost to the platform – AAIPT / AIR-4.2 cost analysis
  - Consumption of Maintenance Man-hours/Flight hour of the effected area or system impact
  - Commonality across platforms
  - Predicted TOC reduction (savings) to system/platform
  - ROI

Solution Development

- The requirements of the aviation maintenance community are translated into solutions through the issuance of ATRB call letter to organic and industrial sources;
    - FNC-TOC / AAIPT
    - Smart Squadron
    - Other FNCs
    - Other ATRBs / PMAs
    - Lead Maintenance Technology Center / Depots
    - SBIR – MANTECH / REPTECH
    - ONR
    - DOD - Joint Service
    - Transition Funding Sources
    - Commercial technologies (follow on to COSSI)

Transition/Impact

- Initiate discussion of the problem and potential solution with the appropriate PMA(s).

- Present solution(s) and LCC, TOC, ROI savings/impacts

- Discuss roadmap transition points

- Document PMA/APML endorsed solution

- Coordinate ATRB pre-brief presentation

Products & Services

- TOC Technology Solutions Submitted To Performance ATRB

- Common Technology Roadmaps / Transition Plans Across ATRBS

- Common Requirements Identification- Feeds FNC Funding

- Development Of Transition Plans / Funding Sources: AERMIP / 6.4

ATRB Process

ATRB TPG (PMA Needs/Requirements Call Letter)

Needs/Requirements

Fleet Support Teams — *Platforms (PMAs)* — OAG — LMTC — *Engineering*

ATRB (Solutions Call Letter)

Engineering — LMTC — Industry — **???**

TPG Review of Solutions

ATRB Pre-Brief

ATRB Decision Meeting

SBIR — In-house Funds

Legacy Platforms

Transition Funding Sources

LECP — COSSI — AERMIP — Mods — **???** — CREI

FNCs

Aviation Maintenance ATRB Coordinating Team

Product to PMA